



**TfL Spatial Planning Reference:** CMDN/21/26

**Borough Reference:** 2021/2671/P

**Location:** The Ugly Brown Building, 2 St Pancras Way, NW1 0QG

**Proposal:** Demolition of existing building, and redevelopment to provide a nine-storey building with two basement levels for flexible Class E and Sui Generis Use, a two-storey Pavilion for flexible Class E and Sui Generis Use, along with associated cycle parking, servicing, hard and soft landscaping, public realm, and other ancillary works, alongside amendments to Plot C within planning permission 2017/5497/P, namely increase of affordable housing provision.

Dear Jennifer,

Thank you for contacting Transport for London (TfL) on the above application. TfL have the following comments:

- It is understood that the revised scheme will no longer require car parking, and that the basement will now be used for cycle parking. The car free nature of this proposal and the use of space to facilitate sustainable travel is strongly welcomed by TfL.
- Long and short stay cycle parking shall be provided in line with the minimum standards set out in table 10.2, policy T5 (Cycling) of the London Plan. At least 5% of the total provision should be able to accommodate larger cycles and all spaces should be designed and laid out in accordance with the London Cycling Design Standards (LCDS).

- It is understood cycle welfare facilities will be provided, which is welcomed. The number of lockers and showers provided should be London Plan compliant.
- Long stay cycle parking will be accessed via a dedicated cycle lift and stairs featuring a cycle channel. The applicant should confirm that the lifts will be LCDS compliant by providing a 1.2m by 2.3m as a minimum, with a minimum door opening of 1.0m. The applicant should also consider overall lift capacity, and demonstrate that at time of peak demand, the lifts can move enough people without significant delay.
- The route to the long stay cycle parking appears to require cyclists to pass through several doors, this should be amended. LCDS recommends that users should have to navigate a maximum of two doors to gain access to the cycle parking areas. If the design cannot be altered, then push-button controls to assist with door openings or double doors opening in both directions should be provided. All external doors giving access to cycle parking and all internal corridors should at least be 2m wide.
- Short stay cycle spaces shall be in the public realm, and the applicant is reminded that they should be located close to the associated building entrances.

Subject to the above being followed, the proposal as it stands would not result in an unacceptable impact to the strategic transport network.

Kind regards,  
Emily

**Emily Hindle | Assistant Planner (North)**  
**Spatial Planning | City Planning**

Transport for London, 9<sup>th</sup> Floor, 5 Endeavour Square, London E20 1JN



\*\*\*\*\*

The contents of this e-mail and any attached files are confidential. If you have received this email in error, please notify us immediately at [postmaster@tfl.gov.uk](mailto:postmaster@tfl.gov.uk) and remove it from your system. If received in error, please do not use, disseminate, forward, print or copy this email or its content. Transport for London excludes any warranty and any liability as to the quality or accuracy of the contents of this email and any attached files.

Transport for London is a statutory corporation whose principal office is at 5 Endeavour Square, London, E20 1JN. Further information about Transport for London's subsidiary companies can be found on the following link: <http://www.tfl.gov.uk/corporate/about-tfl/>

Although TfL have scanned this email (including attachments) for viruses, recipients are advised to carry out their own virus check before opening any attachments, as TfL accepts no liability for any loss, or damage which may be caused by viruses.

\*\*\*\*\*